

was transferred to the Pacific. Her first assignment there consisted of a month of salvage operations in Angeles Bay, Mexico, to recover a sunken Army plane and the bodies of its crew. At the conclusion of that mission, she began training operations with the Battle Fleet. On 17 July 1920, the Navy adopted the alphanumeric system of hull designations, and *Aaron Ward* became DD-132. Her work with Battle Fleet was interrupted early in 1921 by two rescue missions near the Canal Zone. Between January and March of that year, she cruised the waters along the coast of the Canal Zone searching for the flying boat, NC-6, which had crashed in the vicinity. In February, she turned from that mission to pursue another errand of mercy, the rescue of survivors from *Woolsey* (DD-77), which had sunk after a collision with the merchant vessel *SS Steel Inventor* on 26 February. *Aaron Ward* resumed normal duty with the Battle Fleet in March 1921 and continued that duty until she was decommissioned on 17 June 1922 and berthed with the Reserve Fleet at San Diego.

The destroyer remained inactive for almost eight years and then was recommissioned at San Diego on 24 May 1930. After active service until mid-1932, she entered the Rotating Reserve in which she alternated active periods at sea with intervals of inactivity at pierside with a minimal crew embarked. The ship continued in that status until December 1934 when she returned to full activity. On 1 April 1937, the destroyer once more was placed out of commission and returned to the Reserve Fleet. On 30 September 1939, *Aaron Ward* came out of reserve for the final time. Recommissioned on that day—in response to President Franklin D. Roosevelt's establishment of the Neutrality Patrol following the outbreak of war in Europe at the beginning of the month—she became flagship of Destroyer Division 65, Pacific Fleet. In December, she was transferred to the Atlantic Fleet and, on the 11th, arrived at Key West, Fla. For the remainder of her United States Navy career, she conducted neutrality patrols in the Gulf of Mexico and in the West Indies.

On 9 September 1940, *Aaron Ward* was decommissioned at Halifax, Nova Scotia. Transferred to Great Britain as one of the overage destroyers traded to that nation in return for the right to establish American bases on British possessions in the western hemisphere, she was commissioned in the Royal Navy that same day as HMS *Castleton*, Comdr. F. H. E. Skyrme, R.N., in command.

Though her name was not struck from the United States Navy list until 8 January 1941, HMS *Castleton* began service with the Royal Navy almost immediately. She arrived in Belfast, Northern Ireland, on 26 September and at Devonport, England, two days later. There, she was assigned to the 8th Escort Group, Western Approaches Command, based at Liverpool, for convoy escort duty. On 21 November, the destroyer rushed to the aid of survivors of two merchant ships from Convoy OB-244, *SS Day-dawn* and *SS Victoria*, which had been sunk by U-boat torpedoes. In February 1941, she became a unit of the 17th Destroyer Division and supported the operations of the 1st Minelaying Squadron off the west coast of Scotland. However, in between minelaying support missions, she continued to provide convoy escort services.

On 19 November 1941, she suffered damage as a result of an explosion and returned to Greenock. She then entered the yard at Newport in Monmouthshire where she remained until 20 April 1942. Repairs completed, HMS *Castleton* resumed mining and convoy escort duty. When an American flying boat sank *U-464* about half way between Scotland and Iceland, HMS *Castleton* and another former American destroyer HMS *Newark* (ex-*Ringgold* (DD-89)) rushed to the scene, captured 51 of the submarine's 53-man crew who had taken refuge in an Icelandic trawler, and took the prisoners into Iceland. *Castleton* then resumed her former duties.

On 4 August 1943, she participated in another rescue operation when a Sunderland aircraft of the Royal Canadian Air Force's No. 423 Squadron sank *U-489* but also fell victim to the U-boat's anti-aircraft fire. HMS *Castleton* rescued six of the 11 crewmen of the Sunderland and 54 of the submarine's crew. HMS *Orwell* assisted her in that operation. During 1944 and 1945, the former American destroyer served with the Rosyth (Scotland) Escort Force and operated frequently as a target ship for aircraft assigned to the northern air stations. She was placed in reserve at Grangemouth, in the Firth of Forth, on 13 March 1945. The warship was ultimately scrapped at Bo'ness, Scotland, on 3 April 1947.

(DD-483: dp. 2,060; l. 348'4"; b. 36'1"; dr. 13'6"; s. 35 k.; cpl. 208; a. 4 5", 4 1.1", 5 20 mm., 5 21" tt., 2 dct., 6 dep.; cl. *Gleaves*)

The second *Aaron Ward* (DD-483) was laid down on 11 February 1941 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 22 November 1941; sponsored by Miss Hilda Ward, daughter of the late Rear Admiral Ward; and commissioned on 4 March 1942, Comdr. Orville F. Gregor in command.

Following her shakedown out of Casco Bay, Maine, and post-shakedown availability at the New York Navy Yard, *Aaron Ward* sailed for the Pacific on 20 May 1942 and proceeded via the Panama Canal to San Diego. A short time later, as the Battle of Midway was developing off to the westward, the destroyer operated in the screen of Vice Admiral William S. Pye's Task Force (TF) 1, built around seven battleships and the aircraft escort vessel *Long Island* (AVG-1) as it steamed out into the Pacific Ocean—eventually reaching a point some 1,200 miles west of San Francisco and equally northeast of Hawaii—to "support the current operations against the enemy." With the detachment of *Long Island* from the task force on 17 June, *Aaron Ward* screened her on her voyage back to San Diego.

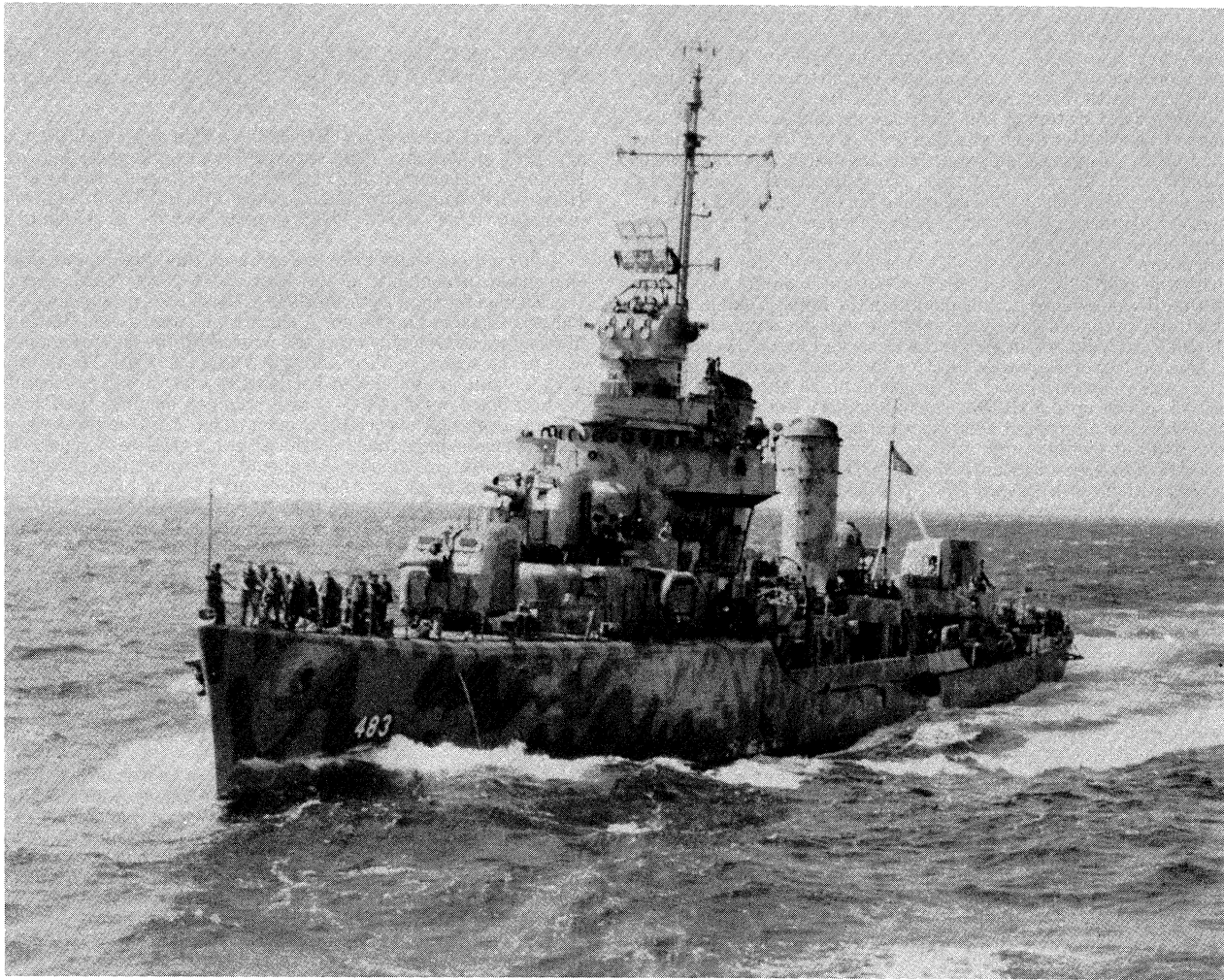
After local operations off the west coast, *Aaron Ward* sailed for Hawaii on 30 June 1942 and proceeded thence to the Tonga Islands with TF 18. Assigned to escort duties soon thereafter, she convoyed the fleet oiler *Cimarron* (AO-22) to Noumea. During the course of the voyage she made two sound contacts, one on 5 August and the other the following day, which she developed and attacked with depth charges. Although she claimed a probable sinking in each case, neither "kill" was borne out in postwar accounting. Subsequently assigned to screening duties with forces seeking to cover and resupply Guadalcanal, *Aaron Ward* saw the carrier *Wasp* (CV-7) torpedoed by *I-19* on 15 September 1942.

Within a month's time, *Aaron Ward* was earmarked for a shore bombardment mission on 17 October. She stood into Lunga Roads at 0717 on that day to lie to and await the arrival of a marine liaison officer who would designate targets for the ship. Before she could embark passengers, though, she spotted five enemy bombers approaching from the west. These attacked *Aaron Ward* at about 0724, but ran into a heavy anti-aircraft barrage from both the ship and marine guns on shore. The destroyer went ahead at flank speed when she spotted the attackers, to carry out evasive maneuvers and avoid the falling bombs, radically swinging to the right or left as the occasion demanded. Three bombs splashed 100 to 300 yards astern of the ship. The marines claimed two of the five attackers destroyed, though, while the ship and marines shared a third "kill."

The action over, the destroyer stood into Lunga Roads at 0800 and embarked Martin Clemens, the former British consular representative on Guadalcanal, Maj. C. M. Nees, USMC, and Corporal R. M. Howard, USMC, a photographer, and got underway soon thereafter, reaching her target area within 40 minutes. For three hours, *Aaron Ward* shelled Japanese shore positions, her targets ranging from a gun emplacement to ammunition dumps; fires, smoke, and explosions marked her visit as she quit the area. Reaching Lunga Roads at 1216, she disembarked her passengers and after going on alert for a Japanese air raid that failed to materialize, cleared Lengo Channel and rejoined her task force.

Three days later, while again performing screening operations, *Aaron Ward* saw the heavy cruiser *Chester* (CA-27) take a torpedo hit on 20 October. The destroyer went to the aid of the stricken cruiser and dropped a full depth charge pattern on *Chester's* assailant (*I-176*), but came up empty-handed. She then escorted the damaged ship to Espiritu Santo.

Ten days after her abortive hunt for *I-176*, *Aaron Ward* carried out another bombardment of Japanese positions on Guadalcanal, this time in company with the light cruiser *Atlanta* (CL-51), the flagship of Rear Admiral Norman Scott (Commander, Task Group (TG) 64.4), and the destroyers *Benham* (DD-397), *Fletcher* (DD-445) and *Lardner* (DD-487). Arriving off Lunga Point at 0520 on 30 October, the task group stood in, and *Atlanta* embarked a liaison officer from Major General Alexander A. Vandegrift, Commander of the 1st Marine Division, 20 minutes later.



Aaron Ward (DD-483), painted in Measure 12 (modified) camouflage, approaches the aircraft carrier *Wasp* (CV-7), 17 August 1942, to transfer guard mail. Note details of her paint scheme, the fire-control radar atop her Mk. 37 director and the air search radar at her foremast, as well as the fact that she appears to have had her port anchor removed, perhaps as a weight-saving measure. (80-G-12263)

Steaming to its designated area, TG 64.4 reached its destination within an hour's time, and at 0629 Admiral Scott's flagship opened fire. *Aaron Ward* followed suit soon thereafter; eventually, before she ceased fire at 0840, she expended 711 rounds of 5-inch ammunition. Pausing briefly to investigate a reported submarine in the vicinity, *Aaron Ward* then cleared the area shortly before 0900, her mission completed.

Aaron Ward screened transports unloading men and materiel off Guadalcanal on 11 and 12 November, claiming one enemy plane and damaging two others on the former day and two more planes off Lunga Point on the latter.

At 1830 on 12 November, *Aaron Ward* retired with her task force in an eastward direction. Still later, the force—five cruisers and eight destroyers—under Rear Admiral Daniel J. Callaghan, reversed course and stood back through Lengo Channel. About 0130 on 13 November, the American ships which possessed radar picked up numerous contacts on their screens—the “Volunteer Attack Force” under Rear Admiral Hiroaki Abe, which consisted of two battleships, a light cruiser, and 14 destroyers.

Aaron Ward, leading the four destroyers bringing up the rear of Callaghan's column, ranged in on the Japanese ships with her FD radar at 0145, opening fire soon thereafter on a target she took to be a battleship. A short time later, after the ship had fired approximately 10 salvos, she saw that the cruisers ahead

of her had apparently changed course; stopping and backing both engines at 0155, *Aaron Ward* observed two torpedoes pass beneath her.

An instant later, *Barton* (DD-599), nearby, blew up—she had been torpedoed by the destroyer *Amatsukaze*—shortly before *Aaron Ward*, with the waters clear ahead of her, surged ahead once more. She prepared to fire torpedoes at a target to port, but did not because she sighted a ship which she took to be *San Francisco* (CA-38) 1,500 yards away. At 0204, observing what she took to be *Sterett* (DD-407) heading directly toward her port side, *Aaron Ward* went ahead, flank speed, and put her rudder over hard-a-port to avoid a collision.

A short time later, the destroyer commenced firing on an enemy ship, and hurled some 25 salvos in her direction; her target may have been the Japanese destroyer *Akatsuki*, which did blow up and sink, taking all hands with her. Changing course to bear on a new target in the melee, *Aaron Ward* managed to get off four salvos on director control until a Japanese shell put the director out of action and forced the destroyer's gunners to rely on local control.

In the minutes that followed, *Aaron Ward* received eight more direct hits; unable to identify friend from foe and certain that the enemy had surely established her American character, the destroyer then stood out to clear the area. She lost steering control at 0225, and, steering with her engines, attempted to come to

the right. Seeing no more firing after 0230, when the battle apparently ended, *Aaron Ward* went dead in the water at 0235, her forward engine room flooded with salt water and her feed water gone.

Utilizing a gasoline pump, however, the destroyer's crew managed to pump salt water into the tanks and light the boilers off. At 0500, *Aaron Ward* moved slowly ahead, bound for Sea Lark Channel; ten minutes later, American motor torpedo boats closed, and the destroyer signalled them to ask Tulagi for a tug. She kept up her crawling pace for only a half hour, however, when she went dead in the water again.

Thirty minutes after she had slowed to a stop, *Aaron Ward* spotted an unwelcome sight: a Japanese battleship, *Hiei*, steaming slowly in circles between Savo and Florida Islands. Also nearby, nearer to Guadalcanal, lay *Atlanta*, *Portland* (CA-33), *Cushing* (DD-376) and *Monssen* (DD-436), all damaged, and the destroyers both burning. The Japanese destroyer *Yudachi*'s presence in the vicinity proved to be her own undoing: *Portland* summarily sank her soon thereafter.

Aaron Ward, perhaps prompted to do so with more urgency due to *Hiei*'s proximity, got underway at 0618, and two minutes later greeted *Bobolink* (ATO-131), which had arrived to take the destroyer in tow. Before the towline could be rigged, though, *Hiei* spotted *Aaron Ward* and opened fire with her heavy guns. Four two-gun salvos thundered from the battleship, the third of which straddled the crippled destroyer. Fortunately, planes sent from Henderson Field began working over *Hiei* and distracted her attention in the nick of time.

Losing power again at 0635, *Aaron Ward* was taken in tow by *Bobolink*, and the ships began moving toward safety. The tug turned the tow over to a local patrol boat (YP) at 0650, and the destroyer anchored in Tulagi harbor near Makambo Island at 0830. The nine direct hits she had received resulted in 15 men dead and 57 wounded. After receiving temporary repairs locally, *Aaron Ward* sailed for Hawaii soon thereafter, reaching Pearl Harbor on 20 December 1942 for permanent repairs.

The destroyer rejoined the fleet on 6 February 1943 and soon resumed escort work. During one stint with a small convoy on 20 March, she aided in driving off attacking Japanese planes. A short time later, on 7 April, she had escorted the fast transport *Ward* (APD-16) and three tank landing craft (LCT) from the Russell Islands to Savo. Not expecting to arrive until 1400, the destroyer went ahead at 25 knots to provide *Ward* and the three LCTs with air cover until they reached Tulagi. At about noon, however, the destroyer received notification of an impending air raid at Guadalcanal.

As the ships neared their destination, *Aaron Ward* received orders at about 1330 to leave her convoy to cover *LST-449* off Togoma Point, Guadalcanal. Joining the tank landing ship at 1419, the destroyer directed her to follow her movements and zigzag at the approach of enemy aircraft. While the *LST* maneuvered to conform to *Aaron Ward*'s movements, the latter's captain planned to retire to the eastward through Lengo Channel, as other cargo ships and escorting ships were doing upon receipt of the air raid warning from Guadalcanal.

Sighting a dogfight over Savo Island, *Aaron Ward* tracked a closer group of Japanese planes heading south over Tulagi; while swinging to starboard, the ship suddenly sighted three enemy planes coming out of the sun. Surging ahead to flank speed and putting her rudder over hard left, *Aaron Ward* opened fire with her 20-millimeter and 40-millimeter guns, followed shortly thereafter by her 5-inch battery. Bombs from the first three planes struck on or near the ship, and the mining effect of the near-misses proved devastating; the first bomb was a near miss, which tore holes in the side of the ship, allowing the forward fireroom to ship water rapidly; the second struck home in the engine room, causing a loss of all electrical power on the 5-inch and 40-millimeter mounts. Shifting to local control, however, the gunners kept up the fire. A third bomb splashed close aboard, holing her port side, near the after engine room. Having lost power to her rudder, the ship continued to swing to the left as another trio of dive bombers loosed their loads on the now-helpless destroyer. While none of these bombs hit the ship, two landed very near her port side. Twenty destroyermen had died; 59 had been wounded; seven were missing.

Despite the best efforts of her determined crew, and the assistance of *Ortolan* (ASR-5) and *Vireo* (ATO-144), however, the destroyer settled lower in the water. When it became evident that the battle to save *Aaron Ward* was being lost, *Ortolan* and

Vireo attempted to beach her on a shoal near Tinete Point. At 2135, however, *Aaron Ward* sank, stern-first, in 40 fathoms of water, only 600 yards from shoal water.

Aaron Ward was awarded four battle stars for her World War II service.

III

(DM-34: dp. 2,200; l. 376'6"; b. 40'10"; dr. 18'10"; s. 34.2 k. (tl.); cpl. 363; a. 6 5", 8 40mm., 12 20mm., 2 dcl., 4 dcp., 80 mines; cl. *Robert H. Smith*)

The third *Aaron Ward* (DM-34)—a destroyer minelayer converted from an *Allen M. Sumner*-class destroyer hull—was laid down as DD-773 on 12 December 1943 at San Pedro, Calif., by the Bethlehem Steel Corp.; launched on 5 May 1944; sponsored by Mrs. G. H. Ratliff; redesignated a destroyer minelayer, DM-34, on 19 July 1944; and placed in commission on 28 October 1944, Comdr. William H. Sanders, Jr., in command.

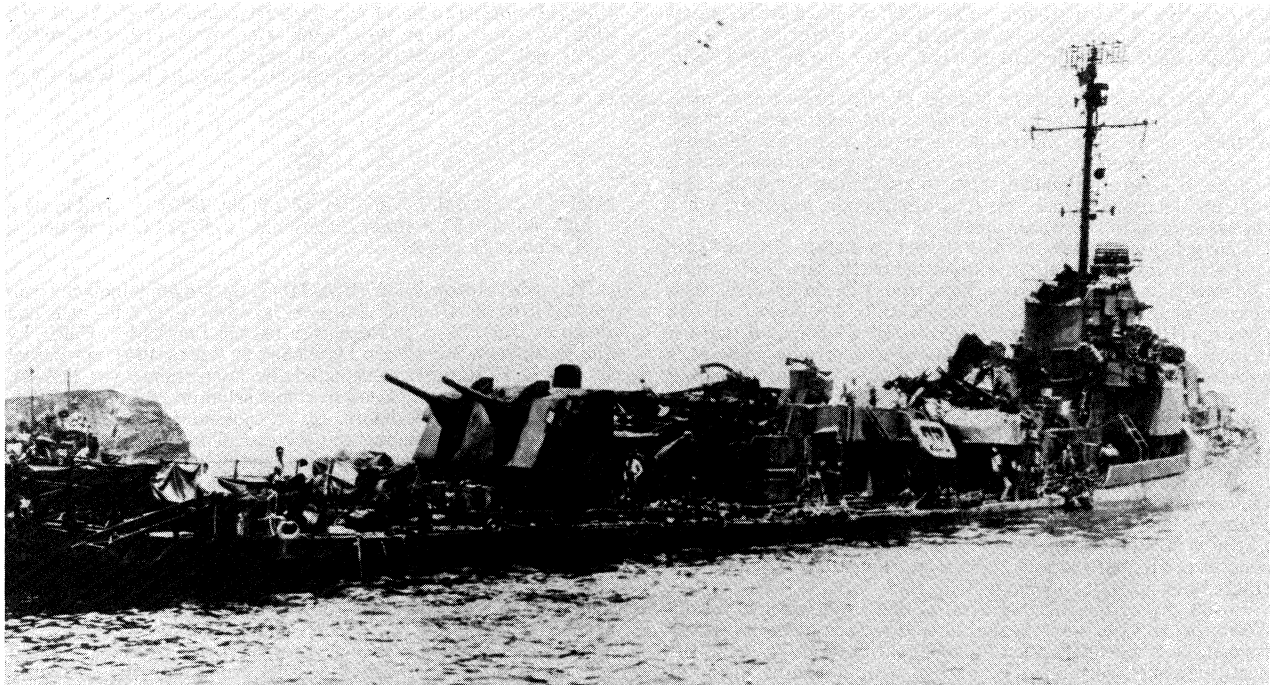
Between commissioning and the end of January 1945, *Aaron Ward* completed fitting out and conducted her shakedown cruise off the California coast. On 9 February, she departed San Pedro, bound for Pearl Harbor where she arrived on 15 February. The warship conducted additional training in Hawaiian waters before loading supplies and ammunition and getting underway on 5 March to join the 5th Fleet at Ulithi. She entered the lagoon of that atoll in the Western Carolines on 16 March but put to sea again on the 19th with Task Force (TF) 52 bound for the Ryukyu Islands.

The Mine Flotilla, of which *Aaron Ward* was a unit, arrived off Okinawa late on the 22d. The following day, the destroyer minelayer got her first glimpse of the enemy when some of his planes approached the sweep group but did not attack. More came in later, but the combined gunfire of the group dissuaded them from approaching close enough to harm the American ships. The first actual air raid occurred on the 26th, and *Adams* (DM-27) knocked the intruder out of the sky.

Aaron Ward supported minesweeping operations around Kerama Retto and Okinawa until the time of the first landings. During that period, she accounted for three enemy aircraft. On 1 April, the day of the initial assault on Okinawa, the destroyer minelayer began screening the heavy warships providing gunfire support for the troops ashore. That duty lasted until 4 April when she departed the Ryukyus and headed for the Marianas. She arrived at Saipan on the 10th but shifted to Guam later that day. After several days of minor repairs, *Aaron Ward* headed back to Okinawa to patrol in the area around Kerama Retto. During that patrol period, she came under frequent air attack. On the 27th, she splashed one enemy plane and, the next day, accounted for one more and claimed a probable kill in addition. She returned to Kerama Retto to replenish her provisions and fuel. While she was there, a kamikaze scored a hit on *Pinkney* (APH-2). *Aaron Ward* moved alongside the stricken evacuation transport to help fight the inferno blazing amidships. While so engaged, she also rescued 12 survivors from *Pinkney*.

On 30 April, the destroyer minelayer returned to sea to take up position on radar picket station number 10. That night, she helped repulse several air attacks; but, for the most part, weather kept enemy airpower away until the afternoon of 3 May. When the weather began to clear, the probability of air attacks rose. At about dusk, *Aaron Ward*'s radar picked up bogies at 27 miles distance; and her crew went to general quarters. Two of the planes in the formation broke away and began runs on *Aaron Ward*. The warship opened fire on the first from about 7,000 yards and began scoring hits when he had closed range to 4,000 yards. At that point, he dipped over into his suicide dive but splashed about 100 yards off the destroyer minelayer's starboard quarter. The second of the pair began his approach immediately thereafter. *Aaron Ward* opened fire on him at about 8,000 yards and, once again, began scoring hits to good effect—so much so that her antiaircraft battery destroyed him while he was still 1,200 yards away.

At that point, a third and more determined intruder appeared and dove in on *Aaron Ward*'s stern. Though repeatedly struck by antiaircraft fire, the plane pressed home the attack with grim determination. Just before crashing into *Aaron Ward*'s superstructure, he released a bomb which smashed through her hull below the waterline and exploded in the after engine room. The



Aaron Ward (DM-34), Kerama Retto, 5 May 1945, after having been damaged by a kamikaze a short time before while operating on picket station off Okinawa. The after portion of the ship, including her after stack, has been almost completely leveled. (80-G-330113)

bomb explosion flooded the after engine and fire rooms, ruptured fuel tanks, set the leaking oil ablaze, and severed steering control connections to the bridge. The rudder jammed at hard left, and *Aaron Ward* turned in a tight circle while slowing to about 20 knots. Topside, the plane itself spread fire and destruction through the area around the after deckhouse and deprived mount 53 of all power and communication. Worse yet, many sailors were killed or injured in the crash.

For about 20 minutes, no attacking plane succeeded in penetrating her air defenses. Damage control parties worked feverishly to put out fires, to repair what damage they could, to jettison ammunition in danger of exploding, and to attend to the wounded. Though steering control was moved aft to the rudder itself, the ship was unable to maneuver properly throughout the remainder of the engagement. Then, at about 1840, the ships on her station came under a particularly ferocious air attack. While *Little* (DD-803) was hit by the five successive crashes that sank her, *LSMR-195* took the crash that sent her to the bottom; and *LCSL-25* lost her mast to a suicider. *Aaron Ward* also suffered her share of added woe. Just before 1900, one plane from the group of attackers selected her as a target and began his approach from about 8,000 yards. Fortunately, the destroyer minelayer began scoring hits early and managed to splash the attacker when he was still 2,000 yards away. Another enemy then attempted to crash into her, but he, too, succumbed to her antiaircraft fire.

Her troubles, however, were not over. Soon after the two successes just mentioned, two more Japanese planes came in on her port bow. Though chased by American fighters, one of these succeeded in breaking away and starting a run on *Aaron Ward*. He came in at a steep dive apparently aiming at the bridge. Heavy fire from the destroyer minelayer, however, forced him to veer toward the after portion of the ship. Passing over the signal bridge, he carried away halyards and antennae assemblies, smashed into the stack and then splashed down close aboard to starboard.

Quickly on the heels of that attack, still another intruder swooped in toward *Aaron Ward*. Coming in just forward of her port beam, he met a hail of antiaircraft fire but pressed home his attack resolutely and released a bomb just before he crashed into her main deck. The bomb exploded a few feet close aboard her

port side, and its fragments showered the ship and blew a large hole through the shell plating near her forward fireroom. As a result, the ship lost all power and gradually lost headway. At that point, a previously unobserved enemy crashed into the ship's deckhouse bulkhead causing numerous fires and injuring and killing many more crewmen.

As if that were not enough, *Aaron Ward* had to endure two more devastating crashes before the action ended. At about 1921, a plane glided in steeply on her port quarter. The loss of power prevented any of her 5-inch mounts from bearing on him, and he crashed into her port side superstructure. Burning gasoline engulfed the deck in flames, 40-millimeter ammunition began exploding, and still more heavy casualties resulted. The warship went dead in the water, her after superstructure deck demolished, and she was still on fire. While damage control crews fought the fires and flooding, *Aaron Ward* began to settle in the water and took on a decided list to port.

She still had one ordeal, however, to suffer. Just after 1920, a final bomb-laden tormentor made a high-speed, low-level approach and crashed into the base of her number 2 stack. The explosion blew the plane, the stack, searchlight, and two gun mounts into the air, and they all came to rest strewn across the deck aft of stack number 1. Through the night, her crew fought to save the ship. At 2106, *Shannon* (DM-25) arrived and took *Aaron Ward* in tow. Early on the morning of 4 May, she arrived at Kerama Retto where she began temporary repairs. She remained there until 11 June when she got underway for the United States. Steaming via Ulithi, Guam, Eniwetok, Pearl Harbor, and the Panama Canal, *Aaron Ward* arrived in New York in mid-August. On 28 September 1945, she was decommissioned, and her name was struck from the Navy list. In July 1946, she was sold for scrapping.

Aaron Ward (DM-34) earned one battle star and the Presidential Unit Citation for World War II service.

Abadejo

Submarine *Abadejo* (SS-308) was renamed *Apogon* (q.v.) on 24 September 1942.

Abalone

A rock-clinging, gastropod mollusk.

(MB: t. 33 (gross); l. 60'0" . 12'6"; dr. 3'6" (aft); s. 10 k.; cpl. 8; a. 1 1-pdr., 1 .30-cal. mg.)

Abalone—a wooden-hulled motorboat constructed in 1913 at Morris Heights, N.Y., by the New York Launch and Engine Building Co.—was acquired by the Navy on 27 April 1917 under a free lease from Arnold Schlaet of New York City and commissioned on 10 May 1917.

The sparse direct records of *Abalone's* day-to-day operations consist merely of a deck log which does not even cover the craft's entire career. From other sources, though, we know that *Abalone*—designated SP-208—was attached to the 3d Naval District local patrol forces and was based at New Haven, Conn. From that port, she performed patrol missions with Squadrons 5 and 20. Following the signing of the armistice, she was detached from this duty on 10 December 1918 and was returned to her previous owner a fortnight later, on Christmas Eve, 1918.

Abarenda

I

(Collier No. 13: dp. 6,680; l. 325'6"; b. 42'; dr. 22'10"; s. 9 k.; cpl. 69; a. 4 3-pdrs.)

The first *Abarenda* (Collier No. 13)—a merchant ship built in 1892 at Newcastle, England, by the Edwards Shipbuilding Co.—was acquired by the Navy on 5 May 1898 from J. Graham; fitted out as a collier; and commissioned at the New York Navy Yard on 20 May 1898, Lt. Comdr. Marcus B. Buford in command.

Abarenda departed New York on 28 May and stopped at Lamberts Point, Va., to load coal and ammunition before sailing for Cuba on the 30th. Between 8 and 9 June, and 10 and 26 June 1898, *Abarenda* replenished the bunkers and magazines of American warships at Santiago and Guantanamo Bay, and also provided gunfire support as the occasion demanded (her port bow gun shelled Spanish positions at the mouth of the Guantanamo River on 12 June 1898). That same day (12 June), Lt. Comdr. Buford presented the marine garrison ashore at Camp McCalla with a flag pole and, after being given an ensign by Capt. Bowman McCalla, of the cruiser *Marblehead*, a party of two officers and

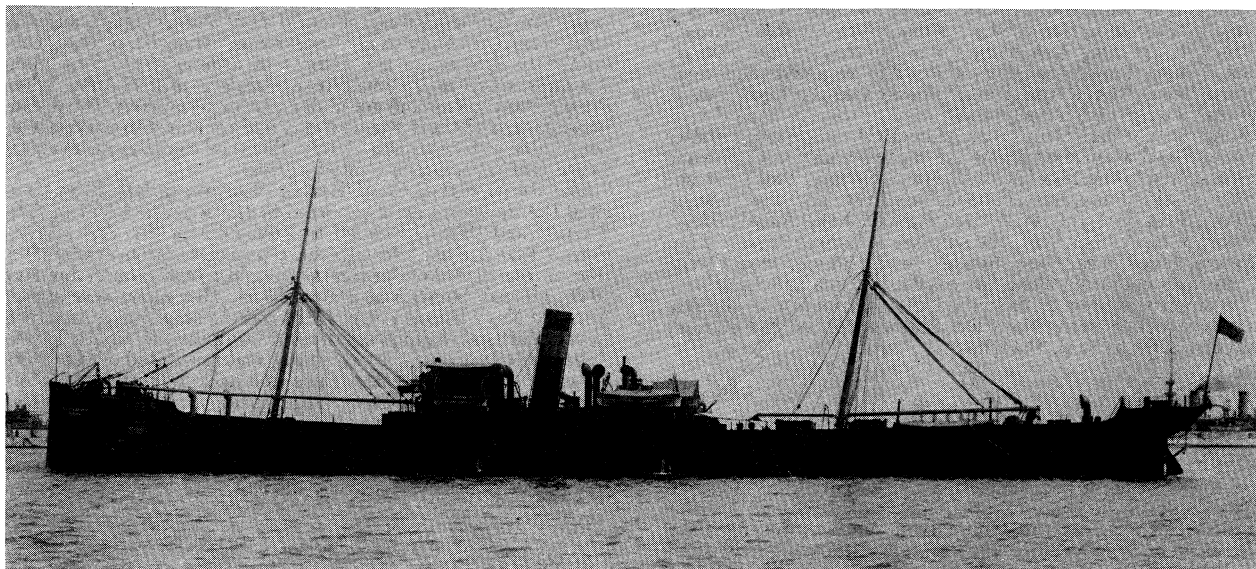
four men, under Lt. Stephen Jenkins, from *Abarenda*, erected the pole and raised the colors over the marine camp. "When the flag was hoisted by our men," writes Buford, "the Squadron lying off the camp cheered it . . . the marines . . . were given new life and some took up the cheering . . ."

Abarenda returned to Lamberts Point on 2 July and remained in the Hampton Roads area through the end of the war with Spain in August. On 18 September, she sailed for South American waters, and reached Bahia, Brazil, on 19 October. En route home, the ship visited Barbados, and St. Thomas, Danish West Indies, before ultimately reaching Hampton Roads on 8 December 1898. Coaling duties with the North Atlantic Squadron occupied the ship through the early months of 1899.

After completing the loading, on 21 April 1899, of a cargo of construction materials (steel, corrugated iron, and glass) which belonged to a San Francisco contractor given the contract to build a wharf and a coal shed at Pago Pago, Tutuila, American Samoa, and steel rods and angle irons earmarked for strengthening the foundations of the coal shed at Pago Pago, *Abarenda* shifted to Coal Pier No. 2 at Hampton Roads the following day, and coaled until the 24th. She departed Hampton Roads on 30 April, bound for the Pacific. En route, the ship stopped briefly at Montevideo, Uruguay, and Punta Arenas, Chile; rounded Cape Horn in rough weather (rolling as much as 30 degrees during the passage); and visited Valparaiso, Chile; Bounty Bay, Pitcairn Island; and Tahiti, before sighting Tutuila on 9 August. She anchored in Apia Harbor the following morning, and then shifted to Pago Pago on the morning of the 13th, to soon commence unloading the cargo brought from Norfolk.

Assigned duty as station ship at Samoa, *Abarenda* spent the next two and a half years largely ferrying people and cargo between Apia and Pago Pago, often carrying as many as 50, or more, Samoan natives each trip. Twice during this period, during the winter of 1899–1900 and the winter of 1900–1901, the ship made a voyage from Samoan waters to New Zealand, where she was drydocked in the Calliope Dock at Auckland for hull work. Relieved of duty as station ship by *Wheeling* (Gunboat No. 14) on 24 May 1902, *Abarenda* sailed for the United States that same day, and, after touching at Lundy Point, Chile; Montevideo; St. Thomas and San Juan, Puerto Rico, en route, reached the Virginia capes on 9 August 1902. Shifting to the Norfolk Navy Yard at mid-day on the 10th, she underwent preparations for inactivation, and was decommissioned on 4 September 1902.

Following her recommissioning on 3 November 1903, Lt. Comdr. J. L. Purcell in command, *Abarenda* sailed to Guantanamo Bay and Pensacola, Fla., to support the Atlantic Fleet.



Abarenda anchored in Hampton Roads, 2 May 1907, during a naval review. Lettering on her bow reads AUXILIARY, U.S. NAVY. (NH 75645)

She was next ordered to carry coal and ammunition to the European Squadron and departed Norfolk on 23 April 1904. She filled the bunkers of *Maine* (Battleship No. 10), *Alabama* (Battleship No. 8), *Kearsarge* (Battleship No. 5), and *Iowa* (Battleship No. 4) from 3 to 20 June and arrived at Piraeus, Greece, on 30 June. After a two-day stop at Gibraltar in mid-July, the collier headed home on 3 August and arrived back at Norfolk where she immediately began loading coal and ammunition to supply the European Squadron. The collier again sailed for the Mediterranean on 14 October, arrived at Gibraltar on 2 November, and soon moved on to Genoa, Italy, to coal more ships. After a brief stop at Gibraltar, she got underway for the United States on 28 November.

Abarenda reached Norfolk on 14 January 1905. Late in the month, the ship made another coaling trip to Puerto Rico before again going out of commission at Norfolk on 21 February 1905. At that time, the ship's Navy crew was removed; and, that afternoon, the vessel was placed in service with a merchant crew, Master J. W. Holmes in command. For the next three and one-half years, she provided collier service for the Navy along the Atlantic coast until inactivated at Norfolk on 6 October 1909.

Placed back in service as a U.S. Naval Auxiliary on 19 May 1910, Whitney L. Eisler, Master, *Abarenda* began preparing for service in the Far East. Departing Staten Island on 14 July 1910, she proceeded via the Suez Canal to the Philippine Islands, arriving at Cavite on 20 September to begin serving the warships of the Asiatic Fleet.

After the United States entered World War I, *Abarenda* was placed back in commission on 27 May 1917, Lt. Comdr. Harry M. Bostwick, USNRF, in command when her officers and crew were sworn into the Naval Auxiliary Reserve—in response to an order issued by the Navy Department on 7 May 1917 directing that naval auxiliaries, which had previously been manned by civilian officers and crews, be brought fully into the Navy and manned by Navy personnel.

With the exception of a short time in 1919 when she served as a station ship at Samoa, the collier—designated AC-13 on 17 July 1920—remained on duty with the Asiatic Fleet for the remainder of her career. It was in the twilight of her naval career that the ship took part in humanitarian relief in the wake of the devastating earthquake that occurred in Japan in September 1923.

The first word received in the Asiatic Fleet was at 1100 on 2 September, through a telegram to a Japanese newspaper in Dairen, Manchuria, where a detachment of the Fleet had been sent for liberty purposes. Admiral Edwin A. Anderson, the Commander in Chief, Asiatic Fleet, immediately set the wheels in motion to offer relief to the stricken land. As part of the movement to gather supplies, *Abarenda* received orders on 5 September to load non-perishable stores and medical supplies at Hankow, China, and proceed immediately to Japanese waters. Ultimately reaching Yokohama on 18 September, the ship remained there for several days unloading, retained there temporarily to assist the American Embassy and the Red Cross in the distribution of relief supplies.

A short time later, on 18 January 1924, *Abarenda's* duties were changed when she became the receiving ship at Cavite and was assigned to the 16th Naval District; still later that year, she was reclassified as a miscellaneous auxiliary, and was redesignated AG-14 on 1 July 1924. Reassigned to the Asiatic Fleet, proper, in November 1924, the ship spent the remainder of her career engaged in carrying supplies, mail, and men from Cavite to the ships operating along the coasts of China and Japan.

Decommissioned on 21 January 1926, *Abarenda* was simultaneously struck from the Navy list. She was sold on 28 February 1926 at Cavite to S. R. Paterno.

II

(IX-131: dp. 19,410 (f.); l. 453'0"; b. 56'0"; dr. 25'6" (f.); s. 10.2 k.; cpl. 120)

In anticipation of her acquisition by the Navy, SS *Acme*—a tanker built for the United States Shipping Board in 1916 at San Francisco, Calif., by the Union Iron Works—was renamed *Abarenda* on 3 November 1943 and simultaneously classified IX-131; purchased by the Navy on 26 February 1944; and commissioned on 18 April 1944, Lt. Comdr. Benjamin F. Langland, USCGR, in command.

Abarenda was assigned to Service Squadron 10 as a floating

storage tanker. She served at Manus in the Admiralty Islands until 20 February 1945 when she headed for the Philippines. The tanker arrived at Leyte on 13 March and, for the remainder of the war, dispensed fuel to the warships of the 3d/5th Fleet.

Following the end of World War II, *Abarenda* fueled the ships supporting the occupation forces in the Far East and continued that duty until 28 February 1946 at which time she was decommissioned in the Philippines. Returned to the War Shipping Administration (WSA) that day, she was berthed with that organization's reserve fleet at Subic Bay. Her name was struck from the Navy list on 20 March 1946, and she resumed the name SS *Acme* while in the WSA reserve fleet. On 3 March 1948, she was sold to the Asia Development Corp. for scrapping.

Abatan

A river located in the southwestern part of Bohol Island in the Philippines.

(AW-4: dp. 22,350; l. 523'6"; b. 68'; dr. 30'10"; s. 15.1 k.; cpl. 265; a. 1 5", 4 40mm.; cl. *Pasig*; T. T2-SE-A2)

Mission San Lorenzo was laid down under a Maritime Commission contract (MC hull 1827) on 9 June 1944 at Sausalito, Calif., by the Marinship Corp.; renamed *Abatan* on 25 July 1944 in anticipation of her acquisition by the Navy and simultaneously designated AO-92 for naval service as an oiler; launched on 6 August 1944; sponsored by Mrs. John A. McCone; transferred to the Navy on 28 November 1944 at the Mare Island Navy Yard, Vallejo, Calif.; converted there for naval service; completed as a distilling ship; redesignated AW-4 on 24 August 1944; and placed in commission on 29 January 1945, Lt. Comdr. E. Norman Eriksen in command.

Late in February, the new distilling ship got underway for shakedown training off the coast of southern California. She left the continental United States on the 28th and shaped a course for the Western Caroline Islands. After pausing en route at Eniwetok, *Abatan* reached Ulithi on 21 March and remained there for more than six months providing potable water to various types of landing craft, patrol vessels, and escort ships. During this period of her service, Japan capitulated in mid-August.

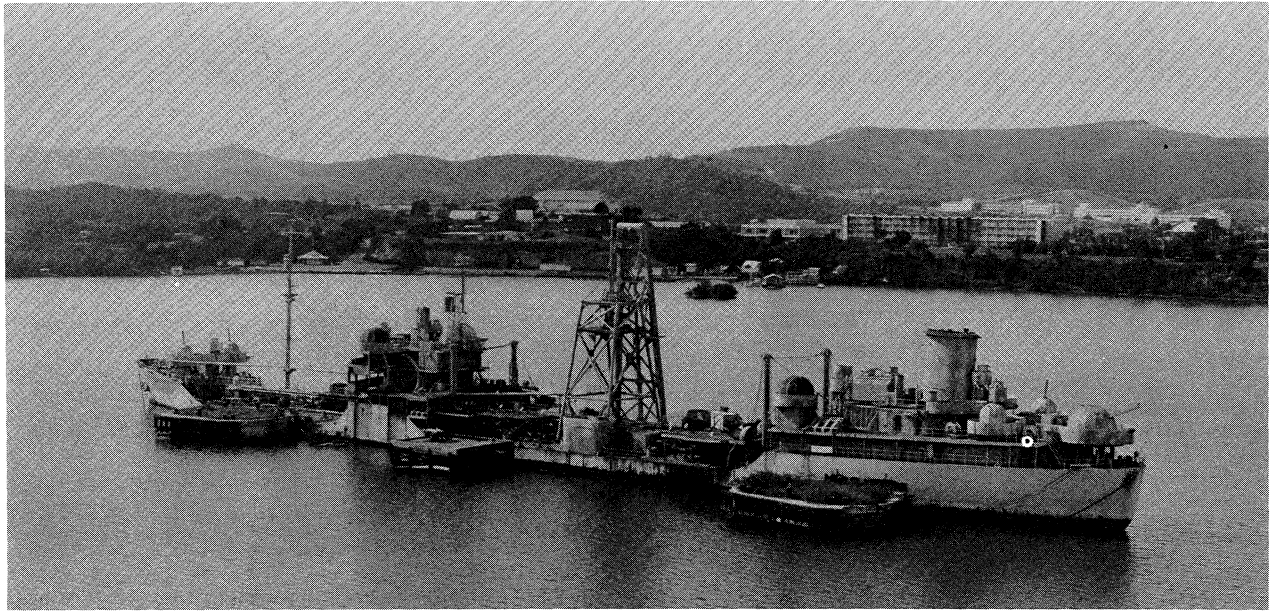
The ship sailed for Okinawa on 1 October, and stopped en route at Samar, Philippine Islands, to take on fresh water before continuing on to the Ryukyus. She reached her destination on 11 October and began issuing water to various fleet units. The ship left Okinawa on 15 November and set a course for Shanghai, China. She touched at that port on the 18th and remained stationed there through April 1946. The vessel left Chinese waters on 2 May and sailed via Okinawa to the Marshalls.

Abatan reached Eniwetok on 31 May and assumed duties in connection with Operation "Crossroads," a series of tests conducted to determine the effects of atomic explosions upon warships. She was involved in this project until 27 June, when she weighed anchor and got underway for Kwajalein. The distilling ship arrived there the next day and remained in port providing potable water through 17 July. She then commenced a voyage to the east coast of the United States.

The vessel visited Pearl Harbor, Hawaii, in late July; transited the Panama Canal; reported to the Atlantic Fleet in mid-August; and then proceeded to Philadelphia, Pa. She arrived there on 20 August and entered a preinactivation availability. *Abatan* was placed out of commission, in reserve, on 27 January 1947 and was berthed at Philadelphia. Her name was struck from the Navy list on 1 July 1960, and the ship was transferred to the Maritime Administration for layup in the James River. *Abatan* was reacquired by the Navy and reinstated on the Navy list on 27 September 1962 for use as a backup fresh water storage ship at the Naval Base, Guantanamo Bay, Cuba. She was again struck from the Navy list on 1 May 1970 but was retained as a hulk for storing water at Guantanamo Bay. Late in 1979, all desirable equipment was removed from the hulk which was used as a target to destruction early in 1980.

Abbot

Joel Abbot was born on 18 January 1793 in Westford, Mass. He was appointed a midshipman on 18 June 1812 and served with distinction during the War of 1812.



Abatan (AW-4) anchored at Guantánamo Bay, 12 June 1978. Note that she still retains her guns in this photograph taken by Photographer 1st Class Leonard H. Sallions. (KN-26984)

In 1852, he was chosen by Commodore Matthew C. Perry to command the frigate *Macedonian*, one of the ships in Perry's expedition to Japan. During this journey, Abbot visited the Japanese, Bonin, and Philippine Islands, as well as Formosa. Upon Perry's return to the United States, Abbot assumed command of the squadron. Commodore Abbot died of malaria on 14 December 1855 at Hong Kong.

I

(DD-184: dp. 1,306; l. 314'4½"; b. 30'11¼"; dr. 9'3¾"; s. 33.2 k.; cpl. 122; a. 4 4", 2 3", 12 21" tt.; cl. *Wickes*)

Abbot (DD-184) was laid down on 5 April 1918 by the Newport News Shipbuilding & Drydock Co., Newport News, Va.; launched on 4 July 1918; sponsored by Miss Louise Abbot, great granddaughter of Commodore Abbot; and commissioned on 19 July 1919, Lt. Comdr. W. N. Richardson, Jr., in command.

Based at Norfolk, Va., the destroyer operated along the east coast and in the Gulf of Mexico and the Caribbean, especially in Cuban waters. The destroyer was placed out of commission at the Philadelphia Navy Yard on 5 July 1922.

After being laid up for almost two decades, *Abbot* was recommissioned on 17 June 1940 and patrolled along the east coast until going out of commission once more at Halifax, in Nova Scotia, on 23 September 1940 to be transferred to England under terms of the agreement by which the United States exchanged 50 overage destroyers for bases on British colonial territory in the Atlantic. *Abbot* was struck from the Navy list on 8 January 1941.

Renamed *Charlestown*, the destroyer was assigned to the 17th Destroyer Division and arrived at Belfast, Ireland, on 8 October. She took part in several minelaying operations along the west coast of Scotland. In September 1943, *Charlestown* was allocated to the Rosyth Escort Force to escort convoys along the east coast of Great Britain.

Charlestown was damaged in a collision with steamer *Florizel* off Harwich, England, in December 1944. Due to her age, it was decided not to repair her, and the destroyer was placed in reserve at Grangemouth, Firth of Forth. *Charlestown* was decommissioned on 15 January 1945 and was eventually scrapped.

II

(DD-629: dp. 2,050; l. 376'6"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl.

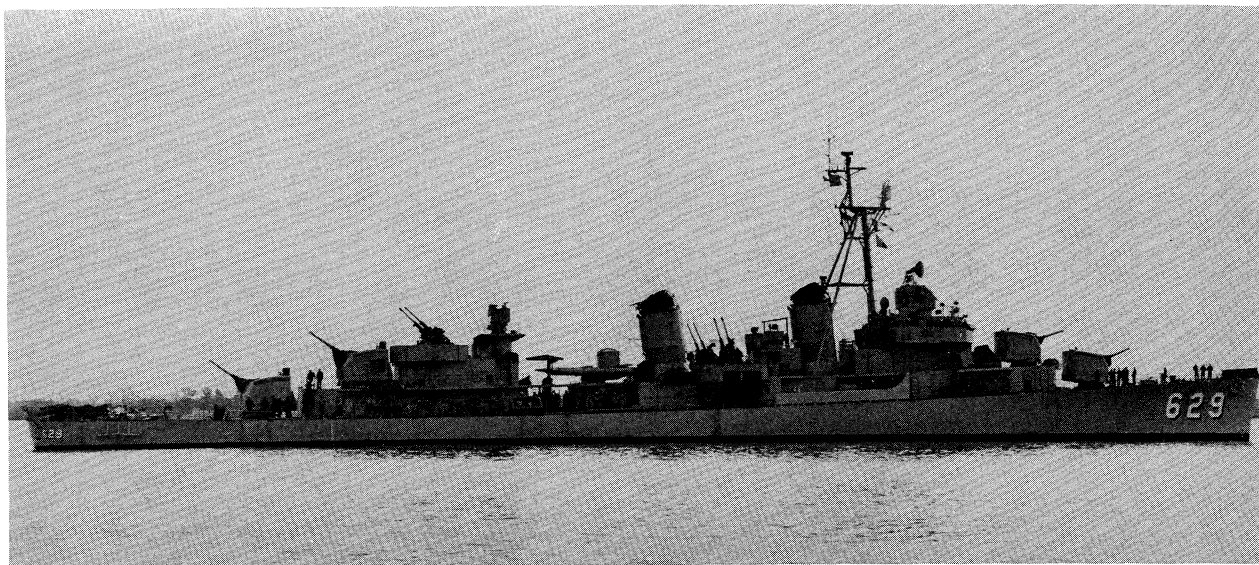
329; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dep., 2 dct.; cl. *Fletcher*)

The second *Abbot* (DD-629) was laid down on 21 September 1942 at Bath, Maine, by the Bath Iron Works; launched on 17 February 1943; sponsored by Mrs. Grace Abbot Fletcher, the granddaughter of Commodore Joel Abbot; and commissioned at the Boston Navy Yard on 23 April 1943, Comdr. Chester E. Carroll in command.

The destroyer completed outfitting at Boston by 13 May when she reported to the Commander, Destroyers, Atlantic Fleet, for shakedown training. She conducted her initial training out of Casco Bay, Maine, until 18 June and, during the next three months, served as an escort for larger warships conducting their own shakedown cruises. On 10 September, *Abbot* departed the New England coast bound for the western Pacific. She transited the Panama Canal on 16 September and, after a brief stop at San Diego, resumed her voyage west on the 28th. The warship arrived in the Hawaiian Islands early in October and began additional training. However, a collision with aircraft carrier *Cowpens* (CV-25) on 18 October forced her into the Pearl Harbor Navy Yard for a repair period lasting almost three months. *Abbot* finally returned to sea on 10 December and briefly resumed training.

In mid-December, the destroyer stood out of Pearl Harbor, bound for the Ellice Islands, and arrived at Funafuti on the day after Christmas. Training and upkeep occupied her time through the early days of January 1944. Later that month, *Abbot* became a unit of Task Group (TG) 50.15, the so-called Neutralization Group attached to Task Force (TF) 58 for the occupation of the Marshall Islands. The assignment of that task group—carried out between 29 January and 17 February—was to cut off bypassed Wotje and Tarao and to prevent enemy troops and warplanes there from supporting the Japanese garrisons at Majuro, Kwajalein, and Eniwetok. *Abbot* joined cruisers *Chester* (CA-27), *Salt Lake City* (CA-25), *Pensacola* (CA-24), and five other destroyers in frequent shore bombardments of the two atolls to keep troops occupied and planes grounded. She continued to perform that duty until 12 February at which time she began patrolling between Majuro and Kwajalein.

By the middle of March, the destroyer had been reassigned to the southwestern Pacific where she carried out convoy escort duty between the southern Solomons and the New Guinea ports of Milne Bay and Cape Sudest. In mid-April, she became an element of the screen of TG 78.2, an escort carrier group built



Abbot (DD-629) leaves Philadelphia Naval Shipyard, 6 November 1951, following modernization. Her main battery of 5-inch dual-purpose guns has been cut from five to four, and modern twin 3-inch mounts have replaced the quadruple and twin 40-millimeter guns. Three of these mounts can be seen: two amidships and one atop the after deckhouse. Also note tripod foremast and covered "hedgehogs" aft of Mount 52. (NH 96644)

around *Coral Sea* (CVE-57), *Corregidor* (CVE-58), *Manila Bay* (CVE-61), and *Natoma Bay* (CVE-62). The destroyer helped to protect the escort carriers from possible Japanese air and submarine attacks, while they launched their planes to provide close support for troops landing at Aitape and Hollandia on the northern coast of New Guinea. TG 78.2 ended that mission on 5 May, but *Abbot* remained with the escort carrier group until 7 May, when she and several other ships shaped a course for the New Hebrides Islands. She reached Espiritu Santo on 12 May.

For the next four weeks, *Abbot* received routine maintenance and conducted training evolutions out of Espiritu Santo. Early in June, the destroyer headed back toward the Central Pacific in company with escort carriers and other destroyers. They stopped at Kwajalein in the Marshalls to make final preparations for the assault on Saipan. On 12 June, she stood out of Kwajalein lagoon in company with TG 53.7, the Carrier Support Group built around escort carriers *Sangamon* (CVE-26), *Suwannee* (CVE-27), and *Chenango* (CVE-28). The task group arrived in the Mariana Islands on 16 June. While the air groups of the three carriers provided close air support for the assault troops—first, at Saipan and, later at Guam—*Abbot* and her sister ships in the screen again protected the carriers from enemy air and submarine forces. She and her charges remained with the invasion force throughout the decisive Battle of the Philippine Sea in which TF 58 shattered the remnants of Japanese naval air power. About a week later, on 26 June, she and *Hale* (DD-642) joined forces to splash a Mitsubishi G4M "Betty" twin-engine bomber. Through the month of July, *Abbot* continued to shepherd the carriers while their aviators struck targets on Saipan and Guam in support of the American invasion troops.

Early in August, *Abbot* returned to Pearl Harbor for repairs, relaxation, and training. On the 28th, she began preparing for another amphibious operation. She concluded that training during the second week in September and departed Hawaii on the 15th headed for the western Pacific. Steaming via Eniwetok, she arrived at Manus in the Admiralty Islands on 3 October. She resumed training at Manus until the 14th when she got underway with the transport screen bound for the invasion of the Philippines at Leyte. She arrived off the beaches of that island on 20 October and began providing antiaircraft and antisubmarine protection for the transport area. Though the group to which she was attached came under sporadic air attack that day, only one intruder approached near enough to *Abbot* for her to open up with her antiaircraft battery. However, that twin-engine bomber

was splashed by gunfire from other ships of the group. That night, *Abbot* assisted the troops ashore with night illumination and harassing fire on enemy lines near Dulag.

On the morning of 21 October, *Abbot* retired from Leyte to escort a group of transports to Hollandia. She arrived at that New Guinea port on 26 October and remained there until 2 November when she returned to sea with a group of transports bound for Morotai in the northern Molucca Islands of the Netherlands East Indies (now part of Indonesia). She arrived at Morotai three days later and remained there for five days. During her stay at Morotai, the enemy staged frequent night air raids on the Morotai airfield but left the ships in the anchorage unmolested. However, this pattern changed after she departed the island with a Leyte-bound task group. As the group approached the Philippines, Japanese land-based air began intermittent day and night attacks. On the 13th, a Nakajima B6N "Jill" single-engine torpedo bomber launched a torpedo in the midst of *Abbot's* formation but failed to score a hit. *Catskill* (LSV-1) repaid this impertinence by splashing the enemy plane some 1,000 yards ahead of *Abbot*. After several days at anchor off Dulag—during which time she claimed to have damaged an Aichi D4Y "Judy" single-engine dive-bomber with her 5-inch battery—*Abbot* got underway for Hollandia on 24 November. She arrived at that New Guinea port on the 29th and remained there almost one month. Two days before Christmas 1944, the destroyer weighed anchor for the Philippines in company with a small cargo man and remained at Leyte through the end of the year and into 1945.

Provisioning and upkeep complete, *Abbot* put to sea on 2 January 1945 with TG 77.4, the Escort Carrier Group for the invasion of Luzon at Lingayen Gulf. Within that task organization, she was assigned to the screen of Rear Admiral Felix B. Stump's San Fabian Carrier Group. During the voyage from Leyte to Lingayen, the formation came under increasingly intense air attacks by the kamikaze corps. On 4 January, one suicider succeeded in crashing into *Ommaney Bay* (CVE-79) and damaged that escort carrier so badly that she was abandoned and sunk by a torpedo from destroyer *Burns* (DD-588). On 6 January, the Support Carrier Group divided into its constituent units, the Lingayen and San Fabian groups. *Abbot* continued to provide antisubmarine and antiair protection to the San Fabian group while aircraft from its carriers carried out prelanding bombing and strafing missions and, after the 9th, supported the invasion troops in their struggle to wrest the island from the Japanese. That duty—as well as support for the secondary landings at San

Felipe and Nsugbu—lasted until 31 January. At that time, *Abbot* departed Lingayen Gulf in company with the carriers and headed for Mindoro.

After a week of duty at Mangarin Bay, Mindoro, *Abbot* set a course for Subic Bay in the screen of the carriers. From that base, she joined the carriers in supporting the assaults on the islands in Manila Bay—Corregidor, El Fraile, Carabao, and Caballo. *Abbot* herself destroyed a number of mines around Corregidor and captured three Japanese who attempted the swim from Corregidor to Bataan. After the 15 February paratroop landing on Corregidor, the destroyer provided call fire and night illumination fire.

On 17 February, she returned to Subic Bay for a week of replenishment and upkeep before sailing for Palawan on the 24th. In company with cruisers *Denver* (CL-58), *Cleveland* (CL-55), *Montpelier* (CL-57), and three other destroyers, *Abbot* steamed up to support elements of the Army's 41st Infantry Division's assault on Puerto Princesa—the main port on Palawan. No gunfire from the warships was necessary, however, and they headed back to Subic Bay later that day. *Abbot* remained at Subic Bay in an upkeep status until 4 March when she joined another cruiser-destroyer force for the assault on Zamboanga, Mindanao. There, she acted as fire-support ship for the minesweepers as well as for the troops ashore. On 11 March, she patrolled near Basilan Island—located to the south of Zamboanga Peninsula—and destroyed enemy barges with gunfire. The following day, *Abbot's* unit completed its mission at Mindanao, headed back to Luzon, and arrived back at Subic Bay on 17 March.

After a week of upkeep and logistics there, the warship resumed missions in support of the occupation of the remaining Japanese-held Philippine Islands. On 24 March, she stood out of Subic Bay with a cruiser destroyer force on its way to help liberate Cebu in the Visayas subgroup. Two days later, she opened fire in the prelanding bombardment at beaches some four miles west of Cebu City. The troops went ashore around 0830 and the warships then shifted to call fire and harassing fire. From there, she proceeded to San Pedro Bay, Leyte, escorting a mixed group of LCM's and LCI's. After her arrival at San Pedro Bay, she remained there for the rest of March undergoing a tender availability. Through most of April, the destroyer was attached to the Commander, Philippine Sea Frontier, for whom she conducted a series of missions carrying mail and passengers.

On 24 April, she was returned to the operational control of the Commander, 7th Amphibious Force. She moved to Cebu harbor where she served standby duty as fire-support ship for the Americal Division. That assignment proved relatively uneventful until the first week in May. On 3 May, she took under fire a group of houses on Nailon Point near Tobagan village, Cebu, rumored to harbor a concentration of Japanese troops. From there, *Abbot* moved along the coast toward Cebu harbor, firing at targets of opportunity as she went. She repeated the mission three days later and then departed Cebu on 8 May. Staged through Mindoro, the destroyer participated in the landings at Macajalar Bay on the island of Mindanao. She participated in the preparatory shore bombardment early on the 10th though it later proved to have been unnecessary when the assault troops encountered absolutely no Japanese. The ship remained in the neighborhood until the 14th to be on hand should her guns be needed. On that day, she shaped a course back to San Pedro Bay and spent the next three weeks engaged in patrols and escort missions in the southern Philippines. She concluded her Philippine service with a 10-day tender availability at Leyte.

On 12 June, the warship reported for duty with the 3d Fleet and was assigned to duty with the fast carriers in the screen of TG 38.3. Her task group departed Leyte Gulf on 1 July bound for an operating area just to the east of the Japanese home islands, and *Abbot* steamed out with them. While the carriers' aircraft rained death and destruction on the enemy's homeland, the destroyer joined the other escorts in protecting their mobile bases from air and submarine attack. However, on two occasions, *Abbot* also got in her own licks. Just after noon on 14 July, TG 34.8.1, a special force—comprised of *South Dakota* (BB-57), *Indiana* (BB-58), *Massachusetts* (BB-59), *Quincy* (CA-71), *Chicago* (CA-136), *Abbot*, and eight other destroyers—was detached from the TF 38 screen and closed the shores of northern Honshu near the city of Kamaishi. During six bombardment passes, the force lobbed over 2,300 shells of various calibers into the Japan Iron

Works plant located there. A second and similar mission brought TG 34.8.1 back to the shores of Honshu at Hamamatsu on the 29th. Otherwise, *Abbot* served in the screen of TF 38.

On 8 August, the destroyer was shifted to TG 35.4 consisting of a cruiser division and a squadron of destroyers. Their assignment was to investigate surface targets reported some 63 miles from the main formation. While she was forming up at 32 knots, her starboard propeller and a portion of her tail shaft broke off just forward of the after strut bearing. The damages forced her to rejoin the main force though she remained seaworthy, capable of 23 knots, and able to maintain station in formation. The following day, when nearby destroyer *Borie* (DD-704) suffered a kamikaze hit, *Abbot* rendered assistance and escorted her to a rendezvous with hospital ship *Rescue* (AH-18) to evacuate casualties and thence to Saipan for repairs. The ships arrived at Saipan on 17 August, two days after the cessation of hostilities. There, *Abbot* herself entered drydock where her damage was found to be sufficiently serious to warrant her retiring, via Hawaii, to the Puget Sound Navy Yard. She arrived in Bremerton, Wash., early in September. After repairs, she reported to the Commander, San Diego Group, Pacific Reserve Fleet, for inactivation. *Abbot* was placed out of commission on 21 May 1946 and was berthed at San Diego.

Abbot spent almost five years in the Reserve Fleet, before the outbreak of hostilities in Korea in the summer of 1950 brought a need for more active ships in the Fleet. Though recommissioned on 26 February 1951, the destroyer spent the next three months at the Mare Island Naval Shipyard undergoing alterations and modernization. On 1 June, she put to sea, bound for her first operational assignment since returning to active service. Instead of Korea, however, the east coast of the United States proved to be her destination. Later that month, she transited the Panama Canal and arrived in her new home port, Newport, R.I. For the remainder of 1951, the destroyer underwent repairs at the Philadelphia Naval Shipyard followed by refresher training out of Guantanamo Bay, Cuba. She spent the first three months of 1952 preparing for her first deployment to the Mediterranean Sea with the 6th Fleet. That assignment began in April and ended with her return to Newport in October. *Abbot* spent the next 19 months operating out of Newport engaged in training evolutions—antisubmarine warfare exercises, independent ship's exercises, and refresher training.

On 1 June 1954, the destroyer departed Newport in company with Destroyer Division (DesDiv) 242 on what proved to be a seven-month circumnavigation of the globe. Steaming via the Panama Canal, San Diego, Oahu, and Midway, she joined the 7th Fleet at Yokosuka, Japan, and operated in the South China Sea and in the Taiwan Strait until October. On 18 October, she headed back to the United States, via the Indian Ocean, the Suez Canal, the Mediterranean Sea, and the Atlantic Ocean, making numerous port calls along the way. The destroyer arrived back at Newport on 18 December 1954 and remained in the Newport area through January 1955. In February and March of that year, the warship participated in the annual "Springboard" exercise conducted near Guantanamo Bay, Cuba. She returned to Newport in March and began normal operations—-independent ship's exercises and hunter/killer antisubmarine warfare exercises—out of her home port. Save for a three-week midshipman cruise to St. Johns, Newfoundland, in August, she busied herself with normal operations for the remainder of the year.

Early in 1956, *Abbot* entered the Boston Naval Shipyard for a 19-week repair period. Leaving the yard on 19 May, the destroyer conducted refresher training in Cuban waters through most of June. In July, she was reassigned to Destroyer Squadron (DesRon) 10 along with her entire division, DesDiv 242, which became DesDiv 102. The warship spent the period from September to November either alongside a tender or in the Boston Naval Shipyard undergoing preparations for a deployment to the Mediterranean. That assignment began in November 1956 and lasted until February 1957. The destroyer returned to Newport on 22 February and, after an availability period, resumed normal exercises and type training. That summer, she made a two-month midshipman cruise that took her to Rio de Janeiro and to the West Indies. In the fall, *Abbot* participated in Operation "Strikeback," a NATO exercise conducted in the northeastern Atlantic. During that mission, she made port visits to Belfast in Northern Ireland and to Chatham, England. Upon her

return to the New England coast late in October, the ship resumed type training and exercises out of Newport and continued such duty for the rest of 1957.

On 15 January 1958, *Abbot* entered the Boston Naval Shipyard for her regular overhaul. After three months of repairs and modifications, she spent another month conducting refresher training out of Guantanamo Bay, Cuba. She then returned to Newport where she spent June and the first week of July. On 11 July, she stood out of Newport bound for Annapolis, Md., where she embarked Naval Academy midshipmen for their summer cruise. Not long thereafter, President Chamoun of Lebanon—whose country had been gripped by steadily intensifying civil strife—requested United States help in restoring order. Forces already in the Mediterranean were dispatched to his aid. *Abbot* and the rest of DesRon 10 escorted amphibious forces to Vieques Island and, after a stop at San Juan in Puerto Rico, headed across the Atlantic to bolster those units. She made brief stops at Gibraltar and Naples before joining TF 66—the 6th Fleet fast carrier force—off the Levantine coast. Two weeks later, she anchored at Beirut, the Lebanese capital, to serve as gunfire support ship for the Marine Corps and Army troops operating ashore. By the end of summer, the crisis had subsided, and *Abbot* took up routine 6th Fleet duty until returning to Newport on Veterans Day 1958.

Her return to Newport brought a resumption of hunter/killer exercises in New England coastal waters. On 1 May 1959, the destroyer was transferred from DesRon 10 to Escort Squadron (CortRon) 14 as the squadron flagship. Her mission, however, remained antisubmarine warfare though in a more defensive rather than offensive mode. Later that month, she began an overhaul at the Boston Naval Shipyard. She completed repairs at the end of the summer and spent the month of September engaged in refresher training near Guantanamo Bay and at Culebra Island, Puerto Rico. In October, she returned north to Newport and resumed her antisubmarine warfare exercises.

That employment occupied her for the remainder of 1959 and throughout 1960. In September of 1961, *Abbot* became the school ship for the Destroyer Officer's School located at Newport. Her routine of service along the east coast and in the West Indies training naval officers in their future duties on board destroyer-type warships was broken twice in 1962. In August, she was ordered to Guantanamo Bay where she served as a base defense ship during disorders in Haiti. Then, in October, she participated in operations enforcing the quarantine of Cuba established by President Kennedy after he learned that Soviet offensive missiles had been based on that island. She was released from that duty in mid-November and returned to Newport on the 24th to resume her training missions.

Abbot continued her role as a training platform for prospective destroyer officers until April 1964. On the 14th, she departed Newport for Philadelphia for her last active duty assignment. At Philadelphia, she served as a Naval Reserve training ship for almost a year and as flagship for Reserve Destroyer Squadron 30. She was decommissioned on 26 March 1965 at Philadelphia and, for the next decade, was berthed with the Philadelphia Group, Atlantic Reserve Fleet.

Struck from the Navy list on 1 December 1974, she was sold for scrapping to the Boston Metals Company of Baltimore, Md., in August 1975.

Abbot earned eight battle stars for her World War II service.

Abel P. Upshur

Abel Parker Upshur—born on 17 June 1791 in Northampton County, Va.—was admitted to the Virginia bar in 1810 and practiced law in Richmond. He served in the state House of Delegates from 1812 to 1813 and again from 1825 to 1827. From 1826 until 1841, Upshur was a member of the supreme court of Virginia.

In September 1841, Upshur was appointed Secretary of the Navy by President John Tyler. He held that position until 23 July 1843, when he succeeded Daniel Webster as Secretary of State. On 28 February 1844, Upshur accompanied a party of distinguished persons down the Potomac River in screw steamer *Princeton* to witness some experiments in firing a new iron gun of unusual size. On the return trip, the gun was fired a third time and exploded, killing Secretary Upshur and five others and wounding several more on board.

(DD-193: dp. 1,308; l. 314'41/2"; b. 30'11 1/2"; dr. 9'4"; s. 35.18 k.; cpl. 122; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

Abel P. Upshur (DD-193) was laid down on 20 August 1918 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co.; launched on 14 February 1920; sponsored by Mrs. George J. Benson, great-great niece of Secretary Upshur; and commissioned at the Norfolk Navy Yard on 23 November 1920, Lt. Vincent H. Godfrey in command.

Following her commissioning, the destroyer was assigned to Destroyer Division 37, Squadron 3, Atlantic Fleet. She cruised along the east coast, taking part in fleet exercises and maneuvers. The ship was placed out of commission at the Philadelphia Navy Yard on 7 August 1922.

Abel P. Upshur assumed duties at the Washington Navy Yard in March 1928 as a training ship for Naval Reserve personnel from the District of Columbia and continued this routine until 5 November 1930, when the ship was transferred to the Treasury Department. Her name was then struck from the Navy list. The ship served the Coast Guard helping to prevent the smuggling of liquor into the United States.

Abel P. Upshur was returned to Navy custody on 21 May 1934 but was laid up at Philadelphia until 4 December 1939, when she was again placed in commission and assigned to the Atlantic Squadron. The ship operated along the east coast on neutrality enforcement patrols.

On 9 September 1940, *Abel P. Upshur* was decommissioned at Halifax, Nova Scotia. The vessel was transferred to Great Britain under an agreement by which the United States exchanged 50 overage destroyers for bases on British colonial territory in the Atlantic. Her name was struck from the Navy list on 8 January 1941.

The destroyer was renamed HMS *Clare* and commissioned by the British on 9 September 1940. She was assigned to the 1st "Town-class" Flotilla and arrived at Belfast, Ireland, on 26 September. *Clare* joined Escort Group 7 and escorted transatlantic convoys. On 20 February 1941, she rescued the crew of the sinking British steamship *Rignior*. In the early hours of the 21st, the destroyer collided with the motor vessel *Petertown* and suffered some damage.

After undergoing repairs at Plymouth, England, between March and October, *Clare* resumed convoy duty with Escort Group 41, Western Approaches Command.

In the fall of 1942, the destroyer took part in the landings of the invasion of North Africa Operation "Torch." As a member of the Eastern Naval Task Force, she covered landings near Algiers. On 12 November 1942, the destroyer attacked a German U-boat in waters north of Oran, Algeria, and claimed to have sunk the enemy vessel. *Clare* left Gibraltar on 17 November 1942, returned to Great Britain, and resumed transatlantic convoy duty.

In July 1943, the ship participated in the invasion of Sicily. She entered drydock at Cardiff, Wales, in September of that year, returned to action in May 1944, and served as a target ship for aircraft in the Western Approaches Command. In August 1945, *Clare* was reduced to reserve at Greenock, Scotland.

Abele

A white poplar tree.

(AN-58: dp. 785; l. 168'6"; b. 33'10"; dr. 10'10"; s. 12.3 k.; cpl. 46; a. 1 3", 3 20mm.; cl. *Bitterbush*)

Abele (AN-58) was laid down on 8 January 1943 at New Bern, N.C., by the Barbour Boat Works; launched on 19 August 1943; sponsored by Mrs. G. B. Waters; and commissioned at Morehead, N.C., on 2 June 1944, Lt. Comdr. J. H. Bloodworth in command.

Following brief shakedown training out of Norfolk, Va., and Boston, Mass., the net laying ship sailed on 11 August for the Pacific. She made stops at Guantanamo Bay, Cuba; the Panama Canal Zone; Manzanillo, Mexico; and San Diego, Calif. On 27 September, she reached Pearl Harbor and reported to Commander, Minecraft, Pacific Fleet, who assigned her to target towing and net defense duty.

On 24 January 1945, *Abele* left Pearl Harbor, bound for Iwo Jima. After sailing via Eniwetok and Guam with Task Group 51.5, the ship arrived off Iwo Jima on 20 February and began laying a torpedo net. She remained in the area for eight days